



# DAILY COURIER

PRINTED AND PUBLISHED BY  
W. N. HALDEMAN & R. T. DURRETT  
UNDER THE STYLE OF  
**HALDEMAN & DURRETT.**

## TERMS OF SUBSCRIPTION.

Daily Courier per year..... \$5 00  
Daily Courier for the County..... 6 00  
For five copies a club one year..... 2 00  
or, two copies \$3; four copies \$6; ten copies \$10; twenty..... 2 00  
or, two copies \$3; four copies \$6; ten copies \$10; twenty..... 2 00  
and so on, up to \$100.  
Send first column on first page for price to be fixed.

## LOUISVILLE:

TUESDAY, OCTOBER 5, 1858.

The Jeffersonville Railroad is the direct route between Louisville, St. Louis, Cairo, Kansas, Chicago, Springfield, Decatur and the principal cities in the West and Northwest.

Trains on this route form close connection at Seymour with Trains on the Ohio and Mississippi Railroad, St. Louis and the West, and Cincinnati and the East, also at Indianapolis with the different roads for all places East, West and North.

Only one change of cars between Louisville and St. Louis, Cincinnati or Chicago. Baggage checked to all the principal cities. For time and further particulars examine advertisement in another column of this paper.

Through tickets given to all the principal cities on the Missouri and Mississippi rivers; also to all the principal places in the East, West and North. Office No. 207, southeast corner Main and Third streets, Louisville, Ky., where travelers can examine map and get further correct information.

much city.

**Reading Matter on every page.**

## The Election Yesterday.

Thomas H. Crawford, Esq., was elected mayor yesterday, without opposition. There were less than 500 votes polled. He is a clever gentleman, and will no doubt make a good officer. As his election is a family matter among the Know Nothings, it is possible that he will get his office. There would have no use in running a Democrat against him, for if a Democrat had been chosen by the people, he could not have gotten the office. The holding on to the office of favor of Batman, is proof sufficient of this fact. If Mayor Riley wants the office he now holds, he ought not to think of giving it up, for his party will be bound to justify him under the jaier rule, and the Democracy will hold to the opinion that the election of Riley by the council, gave him the office until the next April election. We think, therefore, that if Mayor Riley will hold on to his office, and tell Crawford to stand off, he will make much same for himself as he did by his celebrated Memphis letter.

Dr. Sargent was also elected alderman from the Seventh Ward, and W. E. Snoddy, councilman from the same ward. Sargent takes Crawford's place in the board of aldermen, and Snoddy takes Sargent's place in the common council. All these changes grew out of the election of Crawford over Riley, and Riley ought to frustrate them all by holding on according to the jaier rule.

## How to get Even.

In the Democrat of last Sunday appeared a correspondence between the Hon. H. S. Foote and the Hon. Arch. Dixen. In this correspondence, Foote has decidedly the advantage. He puts questions to Dixen about to interrogate Foote and get his answers upon paper. This would set the two honorable equal. Go ahead, then, Mr. Dixen, with a few questions to Mr. Foote. We want to see the thing done fairly for both sides.

**A TERRIBLE ENCOUNTER WITH BILL DOGS—MAN NEARLY KILLED.**—Yesterday Reed R. Young, the well known pilot, was most terribly bitten and lacerated by two fierce dogs, the property of a milkman of the name of Rhinehart, we believe. It occurred in the salt river lane in the lower part of the city, just as Mr. Young was walking towards the railroad track. The dogs suddenly jumped on him, one searing him by the calf of the leg, and the other attempting to catch him by the throat. He had presence of mind sufficient to throw up his arm in defense of his throat, and the dog seized him by the arm, tearing away the clothes and flesh in a terrible manner. The other dog tore the flesh from his leg, severing an artery. He then caught Young by the top of his head with his teeth, and literally tore off the scalp. The other dog fastened his fangs in his breast, and they had so completely worried and bitten him, that he was almost exhausted and entirely overpowered, and but for the timely assistance of a neighbor, would have been killed outright. The man attacked them with a club, and had much difficulty in getting them loose from their prey.

Great excitement was created in the neighborhood by the terrible affair, and a crowd of people assembled to hunt the dogs and kill them. They were shot with bird shot, but got away before more effective weapons could be obtained. A party, however, soon started in pursuit with rifles and axes, and they will be certainly killed as soon as found. Mr. Young is a tall, stout man, and was one of the survivors of the terrible Pennsylvania disaster. We hope the wounds inflicted by the dogs will prove less dangerous than represented, and that he will soon be out again.

We learn that one of the dogs was killed but the other escaped. A boy was the first one to interfere in behalf of Mr. Young, by shooting at one of the dogs with a pistol, scaring the brute off. The muscles of both of Mr. Young's arms are terribly torn, and he is also severely bitten on the back.

**WHOLESALE LIQUORS AND FANCY GROCERIES.—Noar & Burrell,** wholesale dealers in imported and domestic liquors and fancy groceries, Third street, between Main and Market, have in store a large assortment of articles in their line. They import, direct, sugars, wines, brandies, and other liquors, of superb quality, which, with their unsurpassed domestic liquors, including Bourbon, (12 years old) Rye, and Monongahela whisky, renders this department of their business most complete. Their stock of fancy groceries, such as English pickles, Anchovies, Worcester, Soho, and other sauces, embraces the largest variety. They guarantee to purchasers their liquors as represented, and are prepared to furnish them at the shortest notice and on favorable terms. Orders from a distance promptly attended to. Messrs. Noar & Burrell are clever gentlemen, and worthy of extensive patronage.

**PRESIDENT BOARD INTERNAL IMPROVEMENTS.**—We publish this morning a communication from the Green river region, recommending Col. Jas. P. Bates, of Barren, for the office of President of the Board of Internal Improvements. Col. Bates is well known to the Democracy of the State as a man in every way worthy of their support for this or any other office. Gifted, eloquent, energetic, reliable, and clever, he is the kind of Democrat to grace the State ticket, for which we expect to roll up a majority of at least 20,000 votes in August, 1859.

**CARPETS AND OIL CLOTHS AT COST.**—It will be seen by the conspicuous advertisement in another column that Messrs. C. Duvall & Co. have determined to close out their large and splendid stock of carpets and oil cloths at prices entirely regardless of cost. The deservedly high character enjoyed by this old and well known house is a sufficient guarantee that they will faithfully perform all they promise, and we would recommend to those wishing to purchase great bargains to give Messrs. Duvall and Co. a call. They have a stock from which every taste, fancy, and pocket may be satisfied.

**THE HUMPS GOLD MINES.**—A man who has seen the elephant out at Pike's Peak gold mines, writes to the Missouri Expositor that the thing is a humbug. The season's labor of 105 men yielded but eight dollars. He says as late as May 12th, the weather was so cold that men and animals perished. He thinks there will be greater suffering among those who have gone, and advises those who can make fifty cents per diem at home, to stay there rather than try their luck in the mines.

R. H. Johnson has sold the Richmond Messenger to Thomas Owens, who is now its sole editor and proprietor. The establishment under its new auspices has our best wishes for its pecuniary success.

The attention of the pump man is called to the pump on the corner of Fourth and Jefferson. This concern don't do its duty in bringing up water, and should be fixed.

Our pump man has been dismissed by the cashier of a certain branch of the Union Bank, had improperly appropriated \$50,000 worth of said bank. The master, we hear, has been satisfactorily arranged, the private property of the erring cashier being secured to the bank as indemnity against loss.—Nashville Gazette.

## THE KENTUCKY MECHANICS' INSTITUTE.

### SIXTH ANNUAL EXHIBITION.

Having completed our rural labors in connection with the exhibition of the State Agricultural Society, we recur with increased interest to the noble fair of our mechanic friends, on the corner of Broadway and Fourth. Up to this period the attendance has been large, and the receipts remunerative. We trust that now the exciting week has passed, the throng of strangers departing, there will be no diminution in the popularity of our home institution. There are thousands of our citizens who have not yet visited the Institute. Many of these are mechanics, especially interested in the development and progress of the arts. To such the Institute looks to for support and encouragement, and they should not be weary in rendering it cordial and effective aid.

"RENDER UNTO CAESAR THINGS THAT ARE CAESAR'S."

Such is a New Testament injunction which has passed into a common proverb. We feel its pertinency in our own case. Recently, in noticing the "nursery" of infantile daguerreotypes at the Institute, we spoke of the collection as proceeding from McGill's establishment. In that we erred. McGill, we doubt not, is a good artist and a clever fellow, and needs no unjust praise. It was the proprietor of the Bee Hive Gallery, on Main, between Third and Fourth streets, who originated the pleasant and successful collection. That gentleman all the honor is due, and we hereby accord it with pleasure and satisfaction.

The Bee Hive is a peculiar institution. It allows no doors, but all its employees are industrious and skillful artists. Their success in taking small pictures is a guarantee of their excellency in the more elaborate parts of their art.

### BESTIAL JEWELRY CASE.

Mr. Wm. Kendrick, of Fourth street, near Walker's, exhibits a show case filled with costliest and most tasteful specimens of the jewelers' exquisiter art. There are watches—tiny chronometers and ladies petite minute and hour markers; there are rings glittering with diamond sets and rubies, and sapphires, and emeralds; there are necklaces of pearls, and in fact every article necessary for the complete adornment of a lady's loveliness. Mr. Kendrick also displays a lot of massive silver ware of Louisville manufacture. It is attractive of itself, but the more so from being made here at home by our own citizens.

### WORKING ILLUMINATED.

We do not allude to that political species of management which is so aptly termed wire working, but to the fine specimens of wire goods manufactured by H. W. Wilkes, of this city, over which throw a flood of light by the Ashland coal oil lamps. We have visited Mr. Wilkes' factory and store on Fourth street, and were surprised, upon being shown through, to find so extensive and useful an establishment. He has lately enlarged his factory, and greatly increased his facilities for manufacturing general wire work—one of the leading articles of which is sieves, of which he is now able to turn out from three to four hundred dozen per week; besides a great quantity of wire cloth, for mills, grain separators, flouring mills, locomotive chimneys, ovens, screens, etc., as well as the smaller articles of bird cages, and rat and mice traps. The machines can be seen at all the fairs and at the office of the proprietor, 96 Third street.

### FEATHERS.

NEW ALBANY AND SALEM RAILROAD.—SHORT LINE ROUTE.—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Mississippi Railroad at Mitchell for St. Louis, Kansas and the West. For Cairo, Memphis and the South, connecting at Lafayette, Bloomington, Springfield and all points in Middle Illinois. Connecting at Chicago for all points in the Northwest. This is the only route that can check baggage through to Chicago. Fare from one to three dollars less than by any other route. Two through trains daily for St. Louis; one for Chicago (Sunday excepted); one train Sunday for St. Louis and Cairo. Passengers and baggage taken from any part of the city and conveyed to the cars free of charge. For general information and through Tickets, apply at Short Line Office 555 Main street, (south side), between Second and Third, Louisville, Ky.

### SHEDD'S.

WE WORK.—GREAT EXCITEMENT.—This city is now crowded with visitors, visiting the Agricultural Fair during the month of October. The Institute at night, however, attracts the articles of great householders, is Judge Mudge's patient washing machine, now attracting the especial attention of many. It is a machine designed by R. D. Parker, of this city. This machine is presented by Dr. Parker, of whom we are told, is the only one that will wash clean and not break off the buttons or wear the clothes. Besides, they are cheap, simple, durable, and last a long time. The machine can be seen at all the fairs and at the office of the proprietor, 96 Third street.

### FEATHERS.

NEW ALBANY AND SALEM RAILROAD.—SHORT LINE ROUTE.—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Mississippi Railroad at Mitchell for St. Louis, Kansas and the West. For Cairo, Memphis and the South, connecting at Lafayette, Bloomington, Springfield and all points in Middle Illinois. Connecting at Chicago for all points in the Northwest. This is the only route that can check baggage through to Chicago. Fare from one to three dollars less than by any other route. Two through trains daily for St. Louis; one for Chicago (Sunday excepted); one train Sunday for St. Louis and Cairo. Passengers and baggage taken from any part of the city and conveyed to the cars free of charge. For general information and through Tickets, apply at Short Line Office 555 Main street, (south side), between Second and Third, Louisville, Ky.

### SHEDD'S.

WE WORK.—GREAT EXCITEMENT.—This city is now crowded with visitors, visiting the Agricultural Fair during the month of October. The Institute at night, however, attracts the articles of great householders, is Judge Mudge's patient washing machine, now attracting the especial attention of many. It is a machine designed by R. D. Parker, of whom we are told, is the only one that will wash clean and not break off the buttons or wear the clothes. Besides, they are cheap, simple, durable, and last a long time. The machine can be seen at all the fairs and at the office of the proprietor, 96 Third street.

### FEATHERS.

NEW ALBANY AND SALEM RAILROAD.—SHORT LINE ROUTE.—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Mississippi Railroad at Mitchell for St. Louis, Kansas and the West. For Cairo, Memphis and the South, connecting at Lafayette, Bloomington, Springfield and all points in Middle Illinois. Connecting at Chicago for all points in the Northwest. This is the only route that can check baggage through to Chicago. Fare from one to three dollars less than by any other route. Two through trains daily for St. Louis; one for Chicago (Sunday excepted); one train Sunday for St. Louis and Cairo. Passengers and baggage taken from any part of the city and conveyed to the cars free of charge. For general information and through Tickets, apply at Short Line Office 555 Main street, (south side), between Second and Third, Louisville, Ky.

### SHEDD'S.

WE WORK.—GREAT EXCITEMENT.—This city is now crowded with visitors, visiting the Agricultural Fair during the month of October. The Institute at night, however, attracts the articles of great householders, is Judge Mudge's patient washing machine, now attracting the especial attention of many. It is a machine designed by R. D. Parker, of whom we are told, is the only one that will wash clean and not break off the buttons or wear the clothes. Besides, they are cheap, simple, durable, and last a long time. The machine can be seen at all the fairs and at the office of the proprietor, 96 Third street.

### FEATHERS.

NEW ALBANY AND SALEM RAILROAD.—SHORT LINE ROUTE.—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Mississippi Railroad at Mitchell for St. Louis, Kansas and the West. For Cairo, Memphis and the South, connecting at Lafayette, Bloomington, Springfield and all points in Middle Illinois. Connecting at Chicago for all points in the Northwest. This is the only route that can check baggage through to Chicago. Fare from one to three dollars less than by any other route. Two through trains daily for St. Louis; one for Chicago (Sunday excepted); one train Sunday for St. Louis and Cairo. Passengers and baggage taken from any part of the city and conveyed to the cars free of charge. For general information and through Tickets, apply at Short Line Office 555 Main street, (south side), between Second and Third, Louisville, Ky.

### SHEDD'S.

WE WORK.—GREAT EXCITEMENT.—This city is now crowded with visitors, visiting the Agricultural Fair during the month of October. The Institute at night, however, attracts the articles of great householders, is Judge Mudge's patient washing machine, now attracting the especial attention of many. It is a machine designed by R. D. Parker, of whom we are told, is the only one that will wash clean and not break off the buttons or wear the clothes. Besides, they are cheap, simple, durable, and last a long time. The machine can be seen at all the fairs and at the office of the proprietor, 96 Third street.

### FEATHERS.

NEW ALBANY AND SALEM RAILROAD.—SHORT LINE ROUTE.—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Mississippi Railroad at Mitchell for St. Louis, Kansas and the West. For Cairo, Memphis and the South, connecting at Lafayette, Bloomington, Springfield and all points in Middle Illinois. Connecting at Chicago for all points in the Northwest. This is the only route that can check baggage through to Chicago. Fare from one to three dollars less than by any other route. Two through trains daily for St. Louis; one for Chicago (Sunday excepted); one train Sunday for St. Louis and Cairo. Passengers and baggage taken from any part of the city and conveyed to the cars free of charge. For general information and through Tickets, apply at Short Line Office 555 Main street, (south side), between Second and Third, Louisville, Ky.

### SHEDD'S.

WE WORK.—GREAT EXCITEMENT.—This city is now crowded with visitors, visiting the Agricultural Fair during the month of October. The Institute at night, however, attracts the articles of great householders, is Judge Mudge's patient washing machine, now attracting the especial attention of many. It is a machine designed by R. D. Parker, of whom we are told, is the only one that will wash clean and not break off the buttons or wear the clothes. Besides, they are cheap, simple, durable, and last a long time. The machine can be seen at all the fairs and at the office of the proprietor, 96 Third street.

### FEATHERS.

NEW ALBANY AND SALEM RAILROAD.—SHORT LINE ROUTE.—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Mississippi Railroad at Mitchell for St. Louis, Kansas and the West. For Cairo, Memphis and the South, connecting at Lafayette, Bloomington, Springfield and all points in Middle Illinois. Connecting at Chicago for all points in the Northwest. This is the only route that can check baggage through to Chicago. Fare from one to three dollars less than by any other route. Two through trains daily for St. Louis; one for Chicago (Sunday excepted); one train Sunday for St. Louis and Cairo. Passengers and baggage taken from any part of the city and conveyed to the cars free of charge. For general information and through Tickets, apply at Short Line Office 555 Main street, (south side), between Second and Third, Louisville, Ky.

### SHEDD'S.

WE WORK.—GREAT EXCITEMENT.—This city is now crowded with visitors, visiting the Agricultural Fair during the month of October. The Institute at night, however, attracts the articles of great householders, is Judge Mudge's patient washing machine, now attracting the especial attention of many. It is a machine designed by R. D. Parker, of whom we are told, is the only one that will wash clean and not break off the buttons or wear the clothes. Besides, they are cheap, simple, durable, and last a long time. The machine can be seen at all the fairs and at the office of the proprietor, 96 Third street.

### FEATHERS.

NEW ALBANY AND SALEM RAILROAD.—SHORT LINE ROUTE.—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Mississippi Railroad at Mitchell for St. Louis, Kansas and the West. For Cairo, Memphis and the South, connecting at Lafayette, Bloomington, Springfield and all points in Middle Illinois. Connecting at Chicago for all points in the Northwest. This is the only route that can check baggage through to Chicago. Fare from one to three dollars less than by any other route. Two through trains daily for St. Louis; one for Chicago (Sunday excepted); one train Sunday for St. Louis and Cairo. Passengers and baggage taken from any part of the city and conveyed to the cars free of charge. For general information and through Tickets, apply at Short Line Office 555 Main street, (south side), between Second and Third, Louisville, Ky.

### SHEDD'S.

WE WORK.—GREAT EXCITEMENT.—This city is now crowded with visitors, visiting the Agricultural Fair during the month of October. The Institute at night, however, attracts the articles of great householders, is Judge Mudge's patient washing machine, now attracting the especial attention of many. It is a machine designed by R. D. Parker, of whom we are told, is the only one that will wash clean and not break off the buttons or wear the clothes. Besides, they are cheap, simple, durable, and last a long time. The machine can be seen at all the fairs and at the office of the proprietor, 96 Third street.

### FEATHERS.

NEW ALBANY AND SALEM RAILROAD.—SHORT LINE ROUTE.—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Mississippi Railroad at Mitchell for St. Louis, Kansas and the West. For Cairo, Memphis and the South, connecting at Lafayette, Bloomington, Springfield and all points in Middle Illinois. Connecting at Chicago for all points in the Northwest. This is the only route that can check baggage through to Chicago. Fare from one to three dollars less than by any other route. Two through trains daily for St. Louis; one for Chicago (Sunday excepted); one train Sunday for St. Louis and Cairo. Passengers and baggage taken from any part of the city and conveyed to the cars free of charge. For general information and through Tickets, apply at Short Line Office 555 Main street, (south side), between Second and Third, Louisville, Ky.

### SHEDD'S.

WE WORK.—GREAT EXCITEMENT.—This city is now crowded with visitors, visiting the Agricultural Fair during the month of October. The Institute at night, however, attracts the articles of great householders, is Judge Mudge's patient washing machine, now attracting the especial attention of many. It is a machine designed by R. D. Parker, of whom we are told, is the only one that will wash clean and not break off the buttons or wear the clothes. Besides, they are cheap, simple, durable, and last a long time. The machine can be seen at all the fairs and at the office of the proprietor, 96 Third street.

### FEATHERS.

NEW ALBANY AND SALEM RAILROAD.—SHORT LINE ROUTE.—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Mississippi Railroad at Mitchell for St. Louis, Kansas and the West. For Cairo, Memphis

# PIANOS!

STEINWAY & SONS,  
AND  
CHICKERING & SONS,  
Make the best Pianos

IN THE WORLD.

D. P. FAULDS & CO.,  
No. 539 Main street,

AND

FAULDS & HUBER,

Masonic Temple,

ARE

Sole Agents for these Celebrated Instruments in

KENTUCKY.

99 dit

EXCELSIOR!

CHICKERING & SONS' PIANOS.

THEIR NEW SCALE—THEIR LATEST

PIANO—THEIR GRANDS.

We send our pleasure to announce that we have

Received of Messrs. Chickering & Sons the SOLE

AGENCY in the STATE OF KENTUCKY for the sale of

just opened and have ready for inspection the most

perb assortment of their instruments ever brought to

the market. Our Grands, Square, and Octaves, and

Squares of truly exquisite workmanship.

Some few cargoes of pianos had been received

on vessels' account. Exchange on London was

quoted at 5, and drafts on Northern cities at 45.

BY TELEGRAPH.

From New York.

New York, Oct. 4.—The steamship Cahawba arrived, with passengers to the 29th ult. The party consisted of an American crew who had made a cargo of slaves near Carthagena. She is represented to have left the African coast with upwards of 900, of whom nearly 250 died, during the passage, starvation being a chief cause. A Spanish official has been sent to investigate the matter.

The weather has been cool and pleasant, and the health of the city was improving.

The sugar market has been firm and quiet, tho' the sugar was still increasing. The stock at Matanzas was reduced to 125,000 boxes. Molasses was still at 5 cents for clarified. Freight was very dull, and no American vessel had engaged during the week.

Some few cargoes of indigo had been received on vessels' account. Exchange on London was quoted at 5, and drafts on Northern cities at 45.

List of Persons Saved.

QUEBEC, Oct. 4.—The Norwegian ship Catharina, arrived here yesterday with sixteen passengers and six of the crew of the burned steamer Austria. One passenger is a German, fourteen years old, and the rest with the crew.

The following are the names of the rescued cabin passengers: G. Stoepe, Andrew Lindheim, Stegeør—Conrad Eifert, Jorgen Litchen, William Edward Albrecht, Joachim Christopher Barker, Evert Nilsen Peter, Evenson Wenzel, Johanna Damster, Christopher Dernier, Crew—Martin Falige, cook; Jas. Karze, Fred. Thielof, and Henri Reurik, firemen; Johan Rohm, and Heinrich sailors.

Tornado at Ithaca.

ITHACA, Oct. 4.—At 4 P. M. yesterday, this village was visited by the most severe tornado ever witnessed in this part of the country. A large mammoth circus tent was blown to the ground, but happily no one was seriously injured. The lightning struck in three places, destroying a large portion of property.

The barns and houses of Allen Hazen, a mile and a half south of the village, and the barns of John Van Buskirk, two or three miles west, were burned. There was also a large fire at the hotel, but the damage was not great.

The weather is now so bad that the particularities they have so long enjoyed afford unsatisfactory news of their worth and merit.

We extend to all our readers the cordial invitation to call at our warehouse and examine them.

D. P. FAULDS & CO., 539 Main street,

between Second and Third,

FAULDS & HUBER, Masonic Temple,

740 Main street.

PIANOS!

PETERS, CRAGG & CO.'S

WAREROOMS,

CORNER OF MAIN AND SIXTH STS.

still dit

FOR SALE.

FOR SALE—I wish to sell my Steam Saw Mill, which is located in the town of Smithville, Ohio, and is set up in the saw mill.

It will cut at least twenty dollars a day when in full operation. I will either sell or trade it to the highest bidder.

It is a fine piece of machinery, and is very superior to any other saw mill in the State.

The price is \$1,000, and the cost of removal is \$100.

For further information apply to J. C. T. Talbot, Louisville, Ky.

DAVIES COUNTY FARM FOR

SALE.—The tract of land belonging to the estate of J. C. Conner, Jr., deceased, situated in Davies County, Ky., is offered for sale.

The land is 100 acres, and about two miles from the village of Hartsburg, the lands formerly owned by J. R. Alexander, Esq.

It contains about 500 acres, of which 240 acres are in timber, 100 in orchard, 100 in set meadows and clover, 50 in corn, 50 in grass, and about two miles from the village of Hartsburg, the lands formerly owned by J. R. Alexander, Esq.

The improvements are good and substantial, consisting of dwelling house, negro houses, smoke and ice houses, stable and carriage house, complete. The bath and wash-rooms are furnished with hot and cold water, laundry room, etc.

Four horses, two bays and two geldings, and one black mare, and a team of two horses.

Two cows, two calves, and a team of two horses.

Four hens, and a team of two chickens.

Four geese, and a team of two turkeys.

Four rabbits, and a team of two rabbits.

Four dogs, and a team of two dogs.

Four cats, and a team of two cats.

Four mice, and a team of two mice.

Four lizards, and a team of two lizards.

Four frogs, and a team of two frogs.

Four toads, and a team of two toads.

Four salamanders, and a team of two salamanders.

Four newts, and a team of two newts.

# DAILY COURIER

Steamboat and River News.

## STEAMBOATS LEAVING THE DAY.

FOR PARTICULARS SEE ADVERTISEMENTS.

S. H. TUCKER, Prichard, Memphis.  
SAMUEL M. TUCKER, Ma-ahs.  
TEMPST, Parr, Ma-ahs.  
HAZEL DELL, Hollcroft, Owensboro.  
MUSCLE, Marion, Tenn. Green.  
M'DOWELL, Anna, White River.

The river was at flood yesterday at the head of the falls, and the water in the canal by the mark, which is equivalent to fully 22 inches water for steamboats. The weather continues quite warm, and even sultry, with heavy clouds last evening, indicating rain. We generally have fresh air, though the temps being all safe, a frost would be very desirable.

The late dash of rain extended to the Alleganies, and we predicted a cause quite sure in the event of a frost. This will let out the light propellers which have been stuck in the mud up there for a long time. It will prove beneficial to that more than half forsaken region, but the rise, some 33 inches up to noon yesterday, will scarcely be felt here, as it will be allowed up by the intervening hungry and thirsty sand bars.

Our port last yesterday, was a very slim one, indeed, and the tide is on, so our departure, as usual, was unusually dull, partly on account of the advance in the rates of freight, which checked shipments.

The Potomac, in charge of the gallant Archer, started Cairo early, even with a tremendous trip of people, the cabin being entirely taken up with lady passengers. She went out with very little freight, and was drawing only twenty.

Last night we had a copious rain, with every prospect of more.

**ENGINEERS' AND PILOTS' LICENSE.**—The local inspectors for this district, their report for the month of September, 1858, present the following list of engineers and pilots to whom license has been given:

ENGINEERS.

Sept. 4.—Richard H. Lee, first class.

5.—John W. Swift, first class.

12.—Wm. Eddy, second class.

13.—Powel Lenderman, second class.

13.—Edward Nef, first class.

13.—Green M. McDonald, first class.

13.—John C. Moore, first class.

14.—Wm. H. Faulker, second class.

15.—Joseph L. White, first class.

15.—Henry C. Hazle, second class.

15.—John C. Moore, first class.

15.—Willis F. Bishop, second class.

22.—Wm. H. McCleary, first class.

25.—Robert Lloyd, first class.

25.—William Maltz, first class.

25.—William H. Maltz, second class.

Sept. 1.—James D. Hamilton, renewal.

1.—Anbrose Vaughn, ".

1.—Richard C. Fryar, ".

1.—Henry F. Ashton, ".

1.—Thomas G. Adams, ".

1.—Samuel M. Montgomery, ".

16.—Wm. A. Wilson, ".

23.—Henry Christopher, ".

24.—Joshua Wiley, ".

27.—John C. Moore, ".

29.—Wm. F. Tuley, ".

**MALIBOAT FOR CAIRO AND MEMPHIS.**—The famous John Gault, the star of the low water fleet, is the regular mail packet for Cairo to-morrow, Wednesday evening. She left this morning, and is being charge of Captain Banks, and is bound to fail to be up to time, as he is the most energetic bonman, with the best boat in the trade.

The mail company deserve great praise and much credit, as they have shipped the mail during the winter of 1857, when the river was at a minimum, with which they have shipped the mail during the present low water season. They have forwarded the mail without delay or losing a day thus far, and have no doubt they will be still able to forward it punctually and dispatch until the river rises.

The Marmora starts to Memphis this morning, and the packet S. H. Tucker goes out this evening. She starts from Cairo.

The West and regular passenger packet, Tempest, Capt. Dan. Farr, was due from Cairo last evening, and having been detained, will take her departure to New Orleans this evening. She is one of our own boats, with clever officers, and good accommodations.

The Alvin Adams, Capt. Lamb, now plowing in connection with the Ohio river mail line boats between Cairo and Memphis, has changed her destination to Louisville, and will be bound to New Orleans, and \$1 per hundred to Memphis or New Orleans, a high rate, but no higher than the prevailing rates ten years ago, and not a bit too high for business to save themselves from loss on a trip.

Notwithstanding the high rates of freight, the boats are plowing in the Ohio river trade find it hard to make a living, and the city officers employ more active labor and expense upon the water, the river may chance to rise and put an effectual stop to the slow enterprize. The work should have been commenced a month sooner.

For OGDENSBORO.—The light draught packet, Hazel Dell, in charge of the pioneer of the line, Capt. Holcraft, takes her departure to Owensboro this afternoon at 4 o'clock, from Portland. She is bound to New Orleans, via the Mississippi, Tuesday and Friday. The clerks are Messrs. Smorck and Bassett, both favorites in the trade.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

By a special dispatch from Capt. Shute, from New Orleans, yesterday, we learn that there was no steamer on the river for New Orleans. At Vicksburg it was on the increase of business, and the unacquainted are cautioned to steer away from frost.

The new wharf improvement and sewer system is now completed, and the city officers employ more active labor and expense upon the water, the river may chance to rise and put an effectual stop to the slow enterprize. The work should have been commenced a month sooner.

For OGDENSBORO.—The light draught packet, Hazel Dell, in charge of the pioneer of the line, Capt. Holcraft, takes her departure to Owensboro this afternoon at 4 o'clock, from Portland. She is bound to New Orleans, via the Mississippi, Tuesday and Friday. The clerks are Messrs. Smorck and Bassett, both favorites in the trade.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property, has been largely removed during the present low water. Captain of the Hibbard, has proposed to the Pittsburgh Engineers to remove the obstruction for \$500.

The log at Cairo, which sunk several steamers and their crews, coal boats, destroying over \$200,000 worth of property